



*Missions for  
America*

*Semper  
vigilans!*

*Semper volans!*

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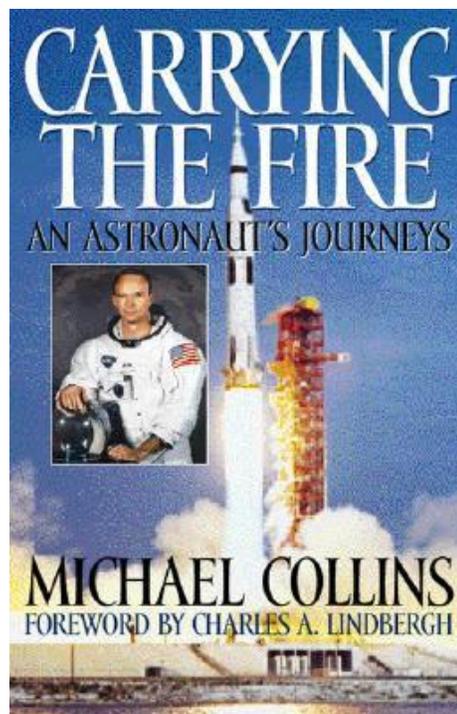
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*We are off! And do we know it not just because the world is yelling "Lift-off" in our ears, but because the seats of our pants tell us so. Trust your instruments, not your body, the modern pilot is always told but this beast is best felt. Shake, rattle, and roll. Noise, yes, lots of it, but mostly motion as we are thrown left and right against our straps in spasmodic little jerks. It is steering like crazy, like a nervous lady driving a wide car down a narrow alley, and I just hope it knows where it's going, because for the first ten seconds we are perilously close to that umbilical tower.*

*Michael Collins, Command Module Pilot, Apollo 11 recalling the first 10 seconds of the launch on July 16, 1969.*

### **SENIOR MEETING**

*14 July, 2020*

*Commander's Call*

Lt Pineau's safety briefing quizzed members about particulars of the disease which must not be called the Wuhan Virus.

Maj Farley reviewed squadron goals. All is nominal given the restrictions under which we must operate.

Lt Col Doucette has announced that the \$55 squadron dues are due from senior members. An e-mail will be sent to every senior member with instructions for submission.

Lt Kopycienski reported that he has programmed the seven new squadron radios and they are ready for field use.

Lt Thornell reported about a change in date for the TRCS participation in the Bethel Church food distribution mission.

Pilots became involved in a discussion about oil protocols for the squadron assigned aircraft.

Maj Farley showed a video made by the New London Day during Lt Col Kinch's tenure as squadron commander 10 years ago. The video consisted of pictures taken in flight and interviews with squadron members. If you wish to see the video, Go to You Tube and search for "*Flying With the Civil Air Patrol.*"

### **CADET MEETING**

*16 July, 2020*

Lt Drost led a Character Development seminar about heroism.

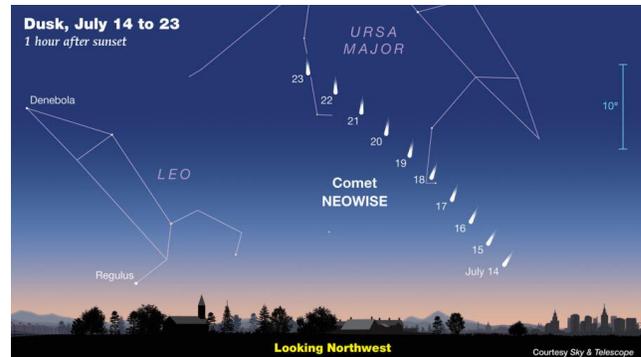
### **SKY SPECTACLE**

*Comet Neowise C/2020 F3*

Put on your spectacles and look northeast after sundown and you can view Comet NEOWISE as it passes around the sun on its 6,800 year orbit.

The best time to look is over the next few days will be around 9:15 PM, about an hour after sunset. Find the Big Dipper (Ursus Major) and look about 30 degrees below it. This can be estimated using a clenched fist on an outstretched arm subtends about 10 degrees. So look "three

fists" below the Big Dipper and a little to the right. Binoculars would be an asset since the comet is around magnitude 5. A magnitude 6 star is the dimmest visible to the naked eye.



Another way to find it is to look to the north and find the constellation Leo the Lion just above the horizon. The sickle shaped head is easily recognized and a bright red star, Regulus is at the base of the "neck." Comet Neowise will be about 30 degrees, three clenched fists, to the right of Regulus.

Comets are named after the discover(s) if human. NEOWISE was found on pictures taken by NASA's Near Earth Object Wide-Field Infrared Survey Explorer (NEOWISE) satellite which is used to search for asteroids.

Professor Fred Whipple accurately described a comet as a "dirty snowball." It is an aggregate of frozen gas, rocks, and dust. As it approaches the sun, the gas is vaporized and the classic tail is formed. The trail always points away from the sun and does not trail the head as is commonly believed.

The Editor has been fortunate enough to have observed Ikeya-Seki (1965), Kouhoutek (1974) Halley's Comet (1986) and Hale-Bopp (1995) among others. Ikeya-Seki reached a magnitude of around -10, close to the brightness of a full moon and was the brightest comet of the 20th century. The Editor was lucky to be stationed at White Sands Missile Range in New Mexico with a dark, clear sky and the view, night after night was

awesome in the real meaning of the word.

If you have a dark horizon and are ambitious, you might try to mount a camera on a tripod and take some time exposures photograms. Start with ISO 1600 seconds around f4 and use times of 1-10 seconds. Let The Coastwatcher know if you are successful.

**REPORT ON WEEKLY OPERATIONS AND  
ACHIEVEMENTS, MISSIONS,  
PROMOTIONS, ACTIVITIES**

*LISP*

TRCS flew two Long Island Sound Patrols on Sunday, the 12th. Maj Neilson and Capt Johnson flew the early mission and noted nothing unusual.

It was a different story on the second sortie of the day. Lts Spreace and Otrin spotted an unusual object on their second circuit. Investigation revealed that the object was a dismantled catamaran. USCG Sector Long Island was notified and dispatched a patrol boat

*Sprucing Up The Vehicle*

The Squadron Explorer was waxed. This was not a mob hit but the annual application of a blend of carnauba wax and other chemicals to protect its surfaces and make it shine. Maj Bourque did the hard work.

The Johnson Wax Company used a Sikorsky S-38 in 1935 to explore the Amazon basin to in the words of Sam Johnson "to learn the secrets of the carnauba palm." The wax is secreted on the bottom of the palm leaf. Johnson was concerned about a shortage. It was their key ingredient and made their product superior to lesser waxes.

In 1998, the company used a custom built replica to fly to Brazil and honor both the original exploration and the Sikorsky S-38. The replica is now on display, "Oh my Gosh, at Oshkosh" in the Experimental Aircraft Association Museum.



The original aircraft was destroyed in a crash at Monokwari Bay in Indonesia. In 2006, the wreckage was discovered by the Johnsons under 90 feet of water. A granite plaque was placed at the site and inscribed "'I am Carnauba, my true home is not this bay but the hearts of all who love adventure."

**AVIATION HISTORY**

*Wrong Way Corrigan*

*by*

*Stephen M. Rocketto*

The romantic amongst us celebrate holidays most of you do not enjoy, Hogmanay, the Eve of St. Agnes and Camerone Day to note a few examples. This week marks Douglas Corrigan Day and I have put just down my first edition copy of his book, *That's My Story* in order to bring his remarkable flight to your attention.



*Would this impish Irishman lie?*

On July 17th, 1938, Douglas Corrigan, departed Brooklyn's Floyd Bennett Field on the flight which

inscribed his name in the pantheon of aviation heroes.

Corrigan had been one of the mechanics who had worked on Lindbergh's *Spirit of St. Louis* when it was built by Ryan Airlines in San Diego. He welded the gas tanks, cut, sewed and doped fabric and assembled parts. Legend has it that he pulled the chocks when Lindy departed eastward and aviation immortality.

The Galveston born Corrigan had a hankering to follow in Slim's wake. He built an enviable record as a mechanic, barnstormer and holder of an air transport rating. He was one of the few pilots of his time competent to fly "blind" using compass, clock, and needle, ball and airspeed instruments.

In 1933, he purchased the wreck of a 1929 Curtiss Robin for \$310, rebuilt it and installed additional fuel tanks. Horace Greeley's paean to the concept of "Manifest Destiny" "Go West young man" resonated in the hearts of the pioneers but the west had been settled and Corrigan's ancestral roots were eastward, in the Emerald Isle, as praised by Johnny Cash in his ballad *Forty Shades of Green*.

And so Corrigan piloted the Robin non-stop from California to New York where his filed plans for a trans-Atlantic hop. But a timid Federal bureaucracy deemed his aircraft "unsuitable" and said that he ought return from whence he came. And so he did. Repeatedly, his requests for a trans-oceanic flight were denied. His repeated requests prompted one government agent to tell him to "Get lost!" Could that have been an official order?

Over the next several years, he modified the aircraft several times. He even replaced the Curtiss OX-5 engine with a used Wright Whirlwind. Eventually Chief Inspector Marriot approved his plane in the experimental category and sanctioned a non-stop transcontinental flight and return.

On July 9th, 1938, Corrigan left California for Floyd Bennett Field, New York in the Robin which he had now named *Sunshine*. The flight took 27 hours. He was little noticed in New York. The airport was aswarm with officials, politicians, and reporters but their attention was directed towards Howard Hughes who was about to embark

on his attempt to set a round-the-world record. Corrigan took on 320 gallons of gasoline and was told he could depart in the morning.

Visibility in the morning was limited, haze and fog. He asked the airport manager, Kenneth P. Behr which runway to use and Behr told him "Any direction you want except don't head towards the buildings on the west side of the field." Behr, then said "I won't say good-bye, I'll say *bon voyage!*"

At 0515, Corrigan lifted off and disappeared into a cloud bank to the east. Some twenty six hours later, he saw that he was over water. He pressed on ahead, identified Ireland, oriented himself and after 28 hours and 13 minutes landed at Dublin's Baldonnel Airport.

Corrigan got out of the aircraft met an army officer and said "My name's Corrigan. I left New York yesterday morning headed for California but I got mixed up in the clouds and must have flown the wrong way." His explanation was that he had been following the wrong end of the compass needle!

Corrigan actually had two compasses but the one mounted on the panel failed and he used an old Pioneer compass which he had purchased second hand. He had no fuel gauges on the five tanks but he put wads of gum on the window to keep track of consumption



The Irish were ecstatic and Corrigan acquired the status of a national hero. He also traveled to London where he met the controversial U.S. Ambassador, Joseph P. Kennedy.

The Federal bureaucracy were not amused and, in the traditional style of government over-reach and profligate spending sent a 600 word telegram, listing the regulations that he had broken.

Fay to Urge 5-Day Week On City Work

Alderman Asks Survey In Time for Provision in Next Budget

Corrigan Spans Ocean In 9-Year Old Plane

Cross Explains 'Surmises' Didn't Refer to Waterbury

Corrigan's flight was a special event...

Daring Flier



DOUGLAS P. CORRIGAN

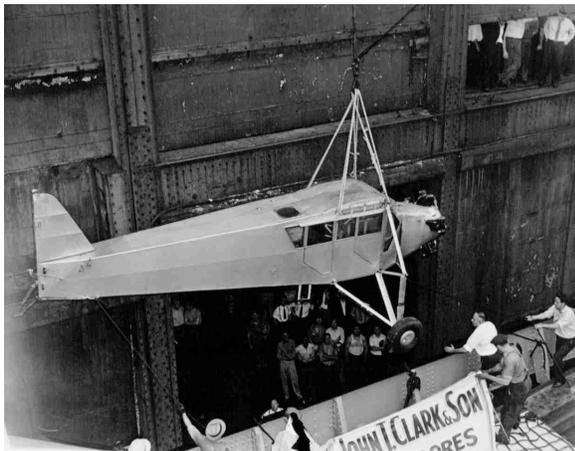
Reaches Ireland In 'Sneak' Hop; Time 28 Hours

Corrigan's flight was a special event...



After several weeks of being feted, it was time to return to the New World. The Oriole Steamship Line offered to return the aircraft to the United States and Irish Army mechanics broke it down and stowed it on board the S.S. Lehigh.

Corrigan wrote a book, *That's My Story* and starred in a "B" movie, *The Flying Irishman*. He became a staple of popular culture, catching the imagination of the public as the Great Depression dragged on. Corrigan endorsed a series of 'Wrong Way' products, including a watch that ran backwards.



There was the matter of documentation. Since he had landed in Ireland with no papers, the Irish Prime Minister, Eamon de Valera SMILED AND decided that he needed no papers to depart.

Corrigan returned on the S.S. Manhattan where he received a cablegram from J. Monroe Johnson, the Assistant Secretary of Commerce. The message ended with the statement that "Your pilot's license, number 4674, is hereby suspended until April 4th," the date that the Manhattan was due to dock in New York!

Once back in New York, he received a Broadway ticker-tape parade that attracted more viewers than had Lindbergh's!

During World War II, he tested bombers for Douglas and ferried aircraft for the Air Transport Command. After war, he was involved in various aviation enterprises. He retired in 1950 and moved to Santa Ana, where he lived until passing away on 9 December 1995.

Douglas 'Wrong Way' Corrigan's famous Curtiss Robin, NX9243, appeared in public for the first time in more than 30 years at Chino, California on 27 October following its acquisition by the Planes of Fame Air Museum.



(Credit: Franklin B. Mormillo)

The 1929-built machine had been locked away in a garage in Santa Ana since being displayed at the Hawthorne Air Faire in southwestern Los Angeles County in July 1988 when the 82-year-old Corrigan made his final public appearance with the airplane during the 50th anniversary celebration of his famous flight across the Atlantic.



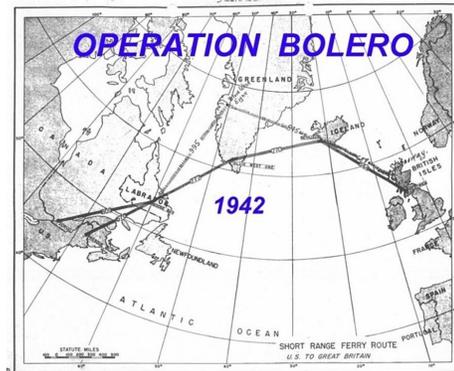
*Corrigan and Sunshine at Hawthorne Airport in 1988.*

To the end of his days, when asked about misreading the compass, he replied, “That’s my story and I’m sticking to it.”

## **AEROSPACE CHRONOLOGY FOR THE WEEK**

July 15, 1942– Six Lockheed P-38F Lightnings led by two B-17E were inflight from Bluie West 8 on Greenland to Reykjavik, Iceland. They were part of Operation Bolero, the ferrying of combat aircraft

from the United States to Great Britain by air. Bad weather moved in when they approached Iceland and they turned back to Greenland.



But the fields in Greenland were closed down by the weather and running out of fuel, they all belly-landed on the Icecap. Four days later, the crews were all rescued by dogsled and taken to the coast and boarded the *USCGC Northland*. But the airplanes were abandoned. Years passed and snow fell. By the 1990s, they were buried under 250 feet of snow and ice.



*"Iced Lightning"*

In 1992, a salvage crew showed up intent on recovering one or more of the aircraft. Using ground radar they discovered P-38 wreckage two miles from the original landing site, carried downhill by the inexorable gravitational forces which moved the glacier to the sea. (For the mathematically inclined, that is about 0.04 mph!)

The salvagers then used a special tool, the Super Gopher, to reach the wreck. The Super Gopher is basically an ice drill which uses hot water to melt the ice and can bore at the rate of 2-4 feet per hour. The shaft was about four feet in diameter and a bilge pump removed the accumulated water.

When they reached the wreck, they excavated a cavern about 50 feet wide, disassembled the

aircraft and sent it to the surface piece by piece. The job took three months.



*In a cavern, in a Glacier excavating for a plane.*  
(Credit: Low Sapienza)

Eventually, the aircraft was restored using about 80% of the original parts, generous donations of equipment and wads of money. *Glacier Girl* is now owned by Rod Lewis and flies in airshows as part of "Lewis Air Legends" collection.



*Glacier Girl Today*  
Credit: Greg Goebek

July 16, 1968 –Apollo 11 departs Cape Kennedy, Fla., on the first manned mission to the surface of the moon.



*Lift-off for Apollo 11*  
(Credit: NASA)

July 17, 1953 – Lieutenant Guy P. Bordelon scores his fifth aerial victory, becoming the United States Navy's only ace of the Korean War. His five

victories were all scored at night in an F4U-5N Corsair.



*Bordelon and Annie Mo, named in honor of his wife.*  
(Credit: Miller/USN)

Nicknamed "Lucky Pierre, Bordelon is credited with three Lavochkin La-9s or La-11s and two Yak-18s, all shot down within 2½ weeks of each other.

July 18, 1956 – The first KC-135 and the last KC-97 roll out from Boeing's Renton plant. A new era in aerial refueling begins.



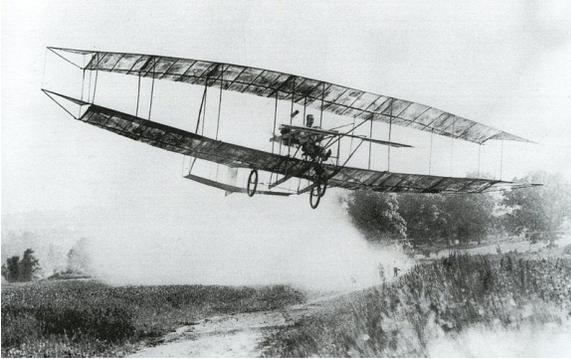
*Stratofreighter and Stratotanker*

July 19, 1913 – Milton J Bryant makes the first reported display of skywriting over Seattle Washington.



(Credit: Seattle Times)

July 20, 1908 – Orville Wright warns Glenn Curtiss that the wing flaps used in the AEA's *June Bug* are an infringement of the Wrights' patent.



*Note wing-tip control surfaces*

The *June Bug* was built by Curtiss under the auspices of the Aerial Experiment Association headed by Alexander Graham Bell. On July 4th, 1908, the aircraft piloted by Curtiss flew over a measured one kilometer course and won the Scientific American Trophy and a \$25,000 purse. This was the first time that an aeronautical prize was awarded in the United States. The flight was also the first time that a motion picture recorded an aircraft's flight.

The Wright response was immediate. They notified Curtiss that he had not been given permission to use their control system "for exhibitions or in a commercial way." A legal feud commenced which did not end until 1918 after intervention by the United States government.

In 1906, the Wrights had hired a Dayton attorney, Harry A. Toulmin, to secure a patent, No. 821,393 which was based upon the 1902 glider design and so written to cover a three-axis control system.

The patent was so tightly written that it successfully fended off 30 law suits over a decade. Curtiss was only able to continue operating by using legal delaying tactics. Both sides benefited by employing good lawyers to say naught about how the lawyers benefited.

July 21, 1921 – United States Army Air Service Martin NBS-1 and Handley Page O/400 bombers sink the decommissioned German battleship *SMS Ostfriesland* in the Atlantic Ocean off the Virginia Capes.



*The Martin Bomber*  
(Credit: USAF)

The sinking was part of Project B, an Army-Navy test of the effectiveness of aircraft against warships. Both players in the game strained to develop rules to favor their side.

The Navy's position was that the tests were to determine how much damage a ship could withstand from aerial bombardment. The Army was restricted to bomb weight and number which they could drop and could not use aerial torpedoes. They were also restricted to two hits on a battleship and after a hit, time would be allowed for an inspection party to board and assess damages.

In addition, the target ships were anchored 50 miles off the coast rather than use some suitable closer position thus restricting the time which the aircraft had to make their bomb runs.

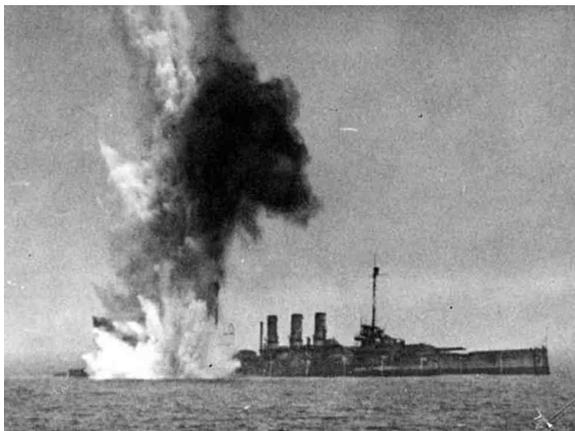
On the other hand, the Army was bombing an anchored ship with no anti-aircraft defenses and no damage control party on board. Mitchell's goal was to prove that aerial bombardment could sink capital ships.



*Loading low weight ordnance on an MB2 for the preliminary bombing tests.*

On the 20th, the initial bombing of the former SMS *Ostfriesland* by 230 and 600 lb. bombs dropped by Marine, Navy, and Air Service aircraft resulted in some flooding and the ship settled three feet by the stern with a five degree list to port. Rough seas prevented the inspection part from boarding so the rest of the test was postponed until the 21st.

On the morning of the 21st, each of five NSB-1s dropped a 1,000 lb. bomb scoring three direct hits. The Navy called a halt to assess damage. The *Ostfriesland* was slowly settling. Just after noon, the Army returned with six Martins and two Handley-Pages, each carrying 2,000 lb. bombs. No bomb scored a direct hit but four of them exploded underwater, close to the hull.



*A near miss that ruptured hull plates.*

When a bomb explodes underwater, a bubble develops in the incompressible water. The bubble exceeds the speed of sound. If it strikes the hull of a ship, it collapses and the effects are akin to a shaped charge which is used to pierce armor plate. The jet of water formed can puncture or collapse the hull plates of the ship and this is what

happened to the *Ostfriesland*. In less than a half hour after the first bomb exploded, she rolled over and sank.



*Ostfriesland going down by the stern.*

Mitchell's thesis would not be accepted until December 10, 1941 when Japanese bombers and torpedo planes sank the battleship *HMS Prince of Wales* and the battlecruiser *HMS Repulse* off the coast of Malaysia. The British ships had no air cover.

The efficacy of aerial attack and the importance of air cover would become essential during the course of World War II starting with the Battle of the Coral Sea, the first naval engagement ever where the ships involved never sighted each other.

However, even the use of radar and the development and employment of the proximity fuse for anti-aircraft shells were not totally effective in stopping the unrelenting attack of the Japanese Kamikaze forces.

At Okinawa, the Kamikaze sank 36 American warships and damaged 368 others. The Fifth Fleet had almost 10,000 casualties, half of which were killed in action.

Today, the development of anti-shiping missiles presents a clear and present danger to any nation's warships. The first ship sunk in a missile attack was the Israel destroyer *Eilat*, struck by Russian Styx missiles launched from Egyptian missile boats.

Today, the US Navy is cognizant of the threats to our aircraft carriers by anti-ship missiles employed by China, Russia, and Iranian forces. The perpetual swing from offense to defense to offense continues as it has throughout military history.